

To-day's
Advertisements.

CHAPTER ST. ANDREW, 218, S.C.

NOTICE is hereby given that the POSTPONED REGULAR CONVOCATION of the above Chapter, for the purpose of electing and installing the Principals and Officers for the ensuing year and other business, will be held at the MASORIC HALL, 218, S.C. Street, TO-NIGHT, the 9th instant, at 8.30 for 9 p.m. sharp. Visiting Companions will be welcome.

Hongkong, 9th October, 1899. [1279a]

THE POPULAR DINING ROOMS.

18, PRINCE STREET.

(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and Meals at all hours.

Hongkong, 9th October, 1899. [1211a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE New Steamship.

"PING SUEY."
Captain C. de la Perelle, will be despatched for the above Port, TO-MORROW, the 10th instant, at Noon.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 9th October, 1899. [1020a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. The Company's Steamship.

"NANCHANG."
Captain Finlayson, will be despatched as above TO-MORROW, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th October, 1899. [1279a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Company's Steamship.

"SUNGRIANG."
Captain Moore, will be despatched as above TO-MORROW, the 10th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.
The vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th October, 1899. [1260a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. The Company's Steamship.

"PAKHOT."
Captain Stott, will be despatched as above on WEDNESDAY, the 11th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th October, 1899. [1284a]

"DOUGLAS STEAMSHIP COMPANY, LIMITED."

EDR SWATOW, AMOY AND TAMSUI.
The Company's Steamship.

"HAIKUN."
Captain Davis, will be despatched for the above Ports, on THURSDAY, the 12th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAK & Co., General Managers.
Hongkong, 9th October, 1899. [1287a]

FOR MANILA.
(Taking Cargo at through Rates for HONOLULU and CLU).

THE Steamship.

"VENUS."
Captain will be despatched as above on FRIDAY, the 13th instant, at Noon.
For Freight or Passage, apply to
BRANDON & Co., Agents.
Hongkong, 9th October, 1899. [1288a]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Company's Steamship.

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 15th instant, at Daylight.
For Freight or Passage, apply to
MITSUBISHI KAISHA, Agents.
Hongkong, 9th October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Company's Steamship.

"HECTOR."
Captain Barr, will be despatched as above on TUESDAY, the 10th November.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th October, 1899. [1282a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship.

"SIANGHAI."
FROM ANTWERP, LONDON, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:
From Madras, 60 S.S. Landra.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 9th October, 1899. [5]

To-day's
Advertisements.

GOVERNMENT NOTIFICATION.

No. 533.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 16th day of October, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th September, 1899. [1285a]

Particulars and Conditions of the letting, by Public Auction, to be held on Monday, the 16th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No. 1. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 2. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 3. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 4. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 5. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 6. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 7. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 8. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 9. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 10. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 11. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 12. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 13. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 14. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 15. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 16. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 17. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

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Lot No. 19. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 20. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

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Lot No. 28. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 29. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 30. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 31. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 32. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

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Lot No. 37. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 38. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 39. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

Lot No. 40. Situated in the District of Kowloon, between the boundaries of the Lot and the boundary of the Lot.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 9, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

The receipt of the Reuters telegram which we published on Saturday occasioned considerable excitement as pointing to the fact that the next day's wire would certainly bring news of the outbreak of hostilities and probably that Newcastle had been abandoned by the British and occupied by the Boers. It appears however that there has been a species of panic in Natal and that the *Daily Telegraph's* correspondent was a trifle premature in his news, which may possibly be accounted for by the fact that he wired when the panic was at its height. There can be no doubt but that we should have had a temporarily abandoned portion of Natal had the Indian contingent not turned up just in the nick of time to save the situation, and, as matters now stand, although Natal may be considered to be safe, we do not think that the same can be said for British Bechuanaland and Orange Free State respectively.

Particulars and Conditions of the letting, by Public Auction, to be held on Monday, the 16th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

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The war department's ground, opposite the Cricket field, is now assuming a respectable appearance, the banking of the slopes facing the road being commenced to-day.

It is notified that the postage on parcels to India and Ceylon is now 25 cents per pound. Parcels to China, Straits Settlements, and Burma will in future be forwarded by private ships only.

THE Rev. Father Lau, the Chinese priest of the Portuguese mission at Singapore, has been called back to Macao to be sent to the island of Hainan, and he will probably arrive by the *Sydney* en route for Macao.

There was no football on Saturday owing to the rain. Of the games played in the six-sided competition during the week, Mayson, for the Hongkong F.C., holds premier position with 3 points, and Duncan, for the V.R.C., comes first with two points.

Mr. and Mrs. Read, who were accorded such a good send off from Yokohama recently, arrived by the *Hohenzollern* to-day. Mr. Read resided in Yokohama for several years, and both he and his wife were two of the most prominent members of the A. D. C.

M. BRASIER DE THUY was a passenger on board the *Polynesien* which arrived at Colombo last Monday from Marseilles, says the *Singapore Free Press* of Sept. 28th, and he has continued his voyage direct to Sydney, where he is to be the new principal agent of the Messageries Maritimes.

MAJOR EVERETT, of the 27th Welsh Fusiliers, who took passage in H.M.S. *Powerful* from Shanghai home, but who had to disembark at Singapore owing to the *Powerful* being ordered to proceed direct to Mauritius and the Cape, booked his passage to Marseilles by the M.M. mail steamer *Indus*.

SOME of the senior members of the S.V.A. will deeply regret to hear of the death of Mr. H. D. Munro of the Hongkong and Shanghai Bank who was in the S.V.A. Corps about nine years ago. Mr. Munro joined the Bank some ten years ago, serving in Penang, Singapore, Hongkong and Tientsin.

NEWS has been received here of the safe arrival at Manila of the launches which left here a few days ago in charge of Captain Owen Thomas and Captain A. M. Raymond. Captain Thomas returned to Hongkong yesterday, after delivering the launch he sailed in, with one in tow, in 95 hours after leaving Hongkong.

MESSRS. Lane, Crawford & Co. have now in stock a large number of photographs, which they are disposing of at very popular prices. The photograph appears to have caught on in Hongkong so intending purchasers of these very amusing instruments should hurry up and obtain them before the stock is exhausted.

IN another column will be found the thirty-ninth annual report of the Yokohama Specie Bank, which flourishing institution pays a dividend of fifteen per cent, and carries up 50,000 yen for new buildings. There are many worse investments than Yokohama Specie Bank Shares.

SEVERAL forgeries having of late been effected by falsifying the figures on cheques, the Yokohama Specie Bank applied to the *Kokubunsha* (printing office) in Tokyo, asking whether some method of printing could not be devised such as would defy the ink-eraser used by the forgers. The

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Advertisements.

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THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL.
(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and Meals at all hours.
Hongkong, 9th October, 1899. [12114]

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.
The New Steamship

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Hongkong, 9th October, 1899. [10202]

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Hongkong, 9th October, 1899. [12872]

FOR MANILA.
(Taking Cargo at through Rates for 11000 and 12000.)

THE Steamship

"VENUS."
Captain will be despatched as above on FRIDAY, the 13th instant, at Noon.

For Freight or Passage, apply to
"BRANDAO & Co.,
Agents.
Hongkong, 9th October, 1899. [12884]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"MAIZURU MARU."
Captain T. Ogata, will be despatched for the above Ports, on SATURDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 9th October, 1899. [12134]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"RECTOR."
Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th October, 1899. [12834]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SHANGHAI."
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at a place called "Hoi Pak" in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, ex S.S. Landana.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m. TO-DAY.

Goods not cleared by the 13th instant, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be taken in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 9th October, 1899. [5]

To-day's
Advertisements.GOVERNMENT NOTIFICATION.
No. 533.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 16th day of October, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th September, 1899. [12854]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurement.

Contents in Square feet.

Annual Rent.

Estimated Price.

Remarks.

Lot 1.

Lot 2.

Lot 3.

Lot 4.

Lot 5.

Lot 6.

Lot 7.

Lot 8.

Lot 9.

Lot 10.

Lot 11.

Lot 12.

Lot 13.

Lot 14.

Lot 15.

Lot 16.

Lot 17.

Lot 18.

Lot 19.

Lot 20.

Lot 21.

Lot 22.

Lot 23.

Lot 24.

Lot 25.

Lot 26.

Lot 27.

Lot 28.

Lot 29.

Lot 30.

Lot 31.

Lot 32.

Lot 33.

Lot 34.

Lot 35.

Lot 36.

Lot 37.

Lot 38.

Lot 39.

Lot 40.

Lot 41.

Lot 42.

Lot 43.

Lot 44.

Lot 45.

Lot 46.

Lot 47.

Lot 48.

Lot 49.

Lot 50.

Lot 51.

Lot 52.

Lot 53.

Lot 54.

Lot 55.

Lot 56.

Lot 57.

Lot 58.

Lot 59.

Lot 60.

Lot 61.

Lot 62.

Lot 63.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 9, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

The receipt of the Reuter's telegram which we published on Saturday occasioned considerable excitement as pointing to the fact that the next day's wire would certainly bring news of the outbreak of hostilities and probably that Newcastle had been abandoned by the British and occupied by the Boers. It appears however that there has been a species of panic in Natal and that the *Daily Telegraph's* correspondent was a trifle premature in his news, which may possibly be accounted for by the fact that he wired when the panic was at its height. There can be no doubt but that we should have had to temporarily abandon a portion of Natal had the Indian contingent not turned up just in the nick of time to save the situation, and, as matters now stand, although Natal may be considered to be safe, we do not think that the same can be said for British Bechuanaland and Griqualand. Mafeking and Kimberley, situated close to the borders of the Transvaal and the Orange Free State respectively in the before mentioned colonies, will, unless troops can be spared from the Cape, doubtless fall easy victims to any fairly large Boer force, while if it be true that the Orange Free State troops are moving on Kimberley it will mean that Mafeking will be cut off from communication with Cape Town. True, it would be possible to send some of the Indian contingent from Durban to Kimberley, but the overland railway journey would of necessity be a long one and, as troops would have to pass through both the Transvaal and Orange Free State to reach their destination, it is of course out of the question. If sent from Durban to Port Elizabeth by sea, and thence by rail it is doubtful if they could arrive in time to save Kimberley if the Boers are really marching upon it. Apparently it looks as though we may suffer what must appear to the Boers as a British reverse if they attack at any other point than the Natal frontier before the arrival of troops from England. As they are assembling at Volksrust it looks as if Natal was their striking point, but it must not be forgotten that we have the troops of the Orange Free State to deal with as well.

THE SUPERIOR OF THE ITALIAN CONVENT, CAPE ROY, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Underclothing, children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superior will also be most grateful for any PAIR, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 32nd April, 1892. [493]

JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET SETS.

LACQUERED BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.

AT LOW PRICES.

D. NOMA.

No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 9th October, 1899. [12384]

AN APPEAL.

THE SUPERIOR OF THE ITALIAN CONVENT, CAPE ROY, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

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FROM OUR BOOKSHELF.

FROM THE LAND OF THE WOMBAT, by William S. Walker, ("Coo-ee"); London, John Long, 6 Chandos Street, Strand. This volume contains a collection of a baker's dozen of stories dealing, as the title shows, with Australian life, from that of the sheep and cattle station to the busier life of the goldfields.

The literary style of Mr. Walker is decidedly good and he tells his stories in a simple, straightforward manner, painting the free life of the Australian bush in so attractive a garb that one longs to leave the granite and stucco of Hongkong for the wilds with which the author is so evidently in love.

Perhaps the most entertaining tale of the series is "A Rabbit Station." The author describes how McNab and McParritch purchased a sheep station on the Warren River, McNab relating to him his experiences. It appears that the place was overrun by rabbits, but this the purchasers thought to be rather an advantage than otherwise, and, having obtained a herd of sheep and settled down in their new home, their troubles commenced assisted by their factotum, O'Shea, and his spouse. McParritch proposed that the rabbits be exterminated when the run had been fenced in against fresh arrivals. This, however, proved to be anything but a small undertaking and the state to which the O'Sheas and McParritch were thereby reduced will be seen by the following extracts.

"O'Shea returned from Esmeralda rather drunk, about midnight, with all the stores he had ordered, and eighteen cats in sixteen bags, except one, which had been put in a paper bag and had meandered back. This was a private order of McParritch's. I let out the cats, and one of them went and had kittens in McParritch's bed immediately. An hour later Mrs. O'Shea came over, in combinations and an apron, and said that there had been a similar case in her box of clothes, and that she wasn't going to be flummoxed up by them going on."

"I gave her the usual 'nip' necessary on these occasions, and she simmered down and went to bed. I saw up with a broom and O'Shea's dog to prevent the rest of the cats coming down the chimney."

"The cats refused to leave the vicinity of the houses, and used to roost on the beams and rafters, causing the O'Sheas to kick up an awful row and give a month's warning."

At length the cats had to be shot and other means tried to exterminate the rabbits and new pattern fences and other devices were tried to keep them out, but without avail. O'Shea and McParritch took to drink.

"If they didn't get their 'nip' to the minute they were afflicted with green and pink rabbits, and McParritch was right round the house one night with a green rabbit as big as a dog after him! At last, he said it was after him, but when I had loaded the gun I couldn't find it. So I fired the gun off, and the explosion brought on the 'jim-jams' for both of them. They declared they were 'stuck up' by bush rangers!"

McParritch, O'Shea and his wife are then absent for a time and are at length led home by a policeman, who explains that all three are suffering from the "diddleums" and will be safer at home.

"McParritch took me aside and told me most confidentially that he had seen 311 blue rabbits with orange spots, and was going to write to the *Town and Country Gentleman* at Sydney about it, as he considered it rather unusual, especially as each of these animals rode a meerkat. He developed a grand national steeplechase and he was troubled because he couldn't spot the winner!"

The doctor called in to McParritch and O'Shea suggests that the rabbits be inoculated and so destroyed, and, he having sent over a hypodermic syringe and a supply of serum, the experiment proceeds.

"O'Shea declared that the greater number of the home paddock rabbits were suffering from erysipelas and whooping-cough. 'Sure, I heard 'em bawlin' all over the paddock, and I thought it was the 'jim-jams' again,' said he."

McParritch was sure that the station rabbits had measles and chicken-pox. "A connoisseur, and a thinker it's just scarlet fever; a Kent ink-fine when it was a fair-ry. He was also afraid of a 'vase' of scurvy." He developed personally all the combined symptoms within a week, and set off to hustle up the doctor on his own account. When he returned, he remarked that the rabbits had formed ambulance corps with bits of bark for stretchers, and were taking all the bad cases to the hospitals in different rabbit warrens. He said the nurses wore caps and white collars and the doctors were all bright blue."

McParritch eventually developed insanity, imagining that he was a buck rabbit; McNab sold out the station to an American, who started a tinned-rabbit factory.

Right throughout the book is to be found plenty of interesting matter, interspersed with passages in a lighter vein. We can certainly recommend it to our readers if they wish to spend an idle half hour pleasantly now and again.

HONGKONG VOLUNTEERS.

THE FIRST ROUTE MARCH OF THE DRILL SEASON.

The weather last Saturday afternoon was responsible for the absence of many members of the Hongkong Volunteer Corps from attending the first route march of the season. Though many were so kept away, there was quite a large attendance, numbering about 180. This was also the first general parade since the formation of the new units, and a very imposing spectacle the Volunteers made, marching down the Praya after being inspected by Major Morris, K.V.F., the acting Commandant. The order of march taken was the infantry "D Co." leading, Major Morris on horseback, Field Battery with six 7 pdrs, the band, strongly represented, then the machine gunners, with eight maxims and Captain Bland, R.A., the Corps' adjutant, on horseback, bringing up the rear, the officers (all being present) with the exception of "E" Engineer Co., marching with their respective Companies.

A start was made from Headquarters at 2.55 p.m. along the sea-front to North Point, (near the Hotel Metropole), the journey being, however, delayed by the band playing fanfare, which were readily taken up by the troops.

At North Point, the guns were placed in position, the R. B. on the right, the infantry acting as escort on the right wing and the band standing easy to receive themselves for the march back. For the comfort of the men, the regimental canteen had been sent on in front and was ready for business when the troops arrived on the scene of action, and a cool slumby was most acceptable.

Extremely good shooting was made by the Field Battery, who found the target the first shot. Six rounds were fired, three plug and three straight, by each gun and elicited warm praise from Major Morris and Captain Bland. The Maxims, however, were not quite so fortunate, two or three of their guns getting jammed with cartridges, cases, but as the men are especially trained how to rectify accidents and mishaps to their guns they were very soon brought into action again. The return journey was commenced at 6 o'clock, the rain which had threatened all the afternoon starting to come down in a nasty drizzle. This, however, did not damp the martial ardour of the troops, but only made them put their leg forward, and Head Quarters was reached by 7 o'clock, when, after forming into line, Major Morris dismissed them at once, allowing them to enter their names as they filed past the orderly room.

THE YOKOHAMA SPECIE BANK, LIMITED.

The following is the thirty-ninth annual report to the shareholders:

Gentlemen:—The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 30th, 1899. The Gross Profits of the Bank for the past Half-year, including yen 365,307.719 brought forward from last account, amount to yen 555,285,010, of which yen 4,033,427.624 have been deducted for Current Expenses, Interest on Deposits, &c., leaving a balance of yen 1,517,858.29; out of which yen 69,333,000 have been written off for Officers' Remuneration. The Directors now propose that yen 200,000,000 be added to the Reserve Fund, increasing it to yen 7,500,000,000; and yen 50,000,000 be set aside for the contemplated New Building. From the remainder the Directors recommend a Dividend at the rate of Fifteen per Cent, per Annum, which will absorb yen 450,000,000 on the Old Shares, and yen 337,500,000 on the New Shares, making a total of yen 787,500,000. The balance, yen 411,255,295, will be carried forward to the credit of next account.

Head Office, Yokohama, 9th September, 1899.

AN INCREASE OF CAPITAL.

At an Extraordinary General Meeting of Shareholders of the Bank, held on the 9th of September, 1899, it was decided that the Capital should be increased by Yen 1,000,000,000, thus raising it to Yen 2,500,000,000; that the New Shares issued be allotted to the Shareholders on the Register on the 31st of December, 1899, at the face value of Yen 100 each; that on each of these New Shares Yen 50 be paid in March, 1900; and that the balance be called up when the Board of Directors deems it necessary to do so.

Yokohama, September 13th, 1899.

ARMY & NAVY IN THE PHILIPPINES.

ANOTHER CAPTURE BY WARSHIPS.

(From an occasional correspondent.)

MANILA, October 3rd. A seizure which has been effected by a United States warship near Iloilo is creating quite an unusual amount of gossip, and some scandal, and may be of interest to some of the *Telegraph's* readers, so I hasten to send particulars gathered in various quarters, because I know the American correspondents here dare not expose the situation.

It seems that for some time past the relations between the Naval and Military magnates in this ill-governed city have been considerably strained and that something approaching a grave crisis resulted recently from the landing in these islands of a large shipment of arms and ammunition brought out from Europe, or Valparaiso or Timbuctoo. I hear that the seizure called in at Manila and that timely warning was wired from Hongkong to General Otis. Rumour hath it that Otis did not inform the American Admiral and consequently the latter made no attempt to cut off the stranger between Manila and Luzon. The Admiral has, it is alleged, been "hailed over the coals" by his superiors in Washington and in his defence laid blame upon the Military Governor-General E. S. Otis.

Shortly before the steamer *Saturnus* was captured by the Philippines at San Fernando and ultimately she was burnt to the water's edge, but whether the fire was caused by shells from a Yankee gunboat or the torch of a zealous native who regarded her as an American vessel is not clear. Any way, it seems that although the vessel left Manila bound for a closed port, and must have been supplied with the Governor's permit for that purpose, yet the Admiral was not apprised of the contents of the permit and consequently he took no steps to insure the safety of the vessel while trading to Filipino ports. If the relations between the Navy and Army authorities are all that could be desired how comes it that the Admiral is not consulted or informed about merchant vessels leaving Manila bound for ports which are proclaimed as closed and at which nothing should be landed except by permission of the Admiral whose special duty it is to prevent the landing of arms and contraband of war of all kinds?

The gallant Admiral in sheer self-defence, it would seem, is now establishing a rigorous blockade and will allow no vessels—not even those provided with Governor-General's permit—to visit closed ports. That is why, as I understand it, he has seized the steamer *Tadcho*. This vessel left Manila recently bound for Iloilo with a permit granting her the right to call in at a closed port to load native produce after discharging her Iloilo cargo. She landed her cargo at Iloilo and sailed for the closed port mentioned in the permit granted by General Otis. When about 7 miles out from Iloilo she was overtaken by an American gunboat, stopped and searched. The Captain produced his permit, but the Commander of the warship refused to recognize it as a legal instrument and finding, besides, that the ship had about twenty piculs of rice on board (stated by her Captain to be solely for the use of the crew) he ordered a prize crew on board and took her back to Iloilo, whence the Captain and crew were sent back to Manila by a transport.

The owner of the *Tadcho* is of course naturally enough, that one, having a permit from the high military authorities there would be no trouble, other steamers having traded to so-called closed ports under similar conditions. It appears that the seizure is perfectly legitimate because they found contraband (the 20 piculas of rice above mentioned) on board and the permit is incomplete and, in fact, not worth the paper it is written upon, for the all-sufficient reason that it is not counter-signed by the Admiral, whose authority is supreme in the waters of the Archipelago. The steamer is laid up, and the hapless owner may have to wait months before the U. S. Government decide what her fate shall be.

Questions arise in this connection which are causing a great amount of "small-talk," and it is even whispered in some quarters that the Admiral is determined to relinquish his command if it is ruled in Washington that he is to blame for the landing of the arms aforesaid and that Otis has power to issue trading permits without reference to the Commander-in-Chief of the U. S. naval forces.

BAD WEATHER TO THE SOUTH-WARD.

THE FRENCH MAIL OVERDUE.

Vessels arriving from the south report exceptionally heavy weather between here and Singapore, with strong squalls and a mountainous head sea. The Messageries Maritimes steamer *Sydney*, with the French mail, left Saigon on the 5th inst. at 1 p.m. and up to the time of going to press has not put in an appearance. She was twenty-four hours overdue at one o'clock this afternoon. As yet we do not think that there is any occasion for alarm at the non arrival of the *Sydney*. She is an old boat, having been built in 1885 at La Ciotat, in France, and is of 600 horse-power only. Then too, the bulk of the French mail boats generally tells against them in a head sea, for they are not bluff in the bows above the water-line and hence are inclined to plunge and make bad weather of it. At this time of year, too, a strong southerly current sets along the coast, and doubtless it is these adverse circumstances which have delayed her.

NEWS FROM JAPAN.

(From Japan Papers.)

Lucky Haul at Yokohama Auction.

The Phoenix Saw Mill, plant, machinery and buildings, etc., at Nakamura, Ishikawa, was sold at auction on Thursday afternoon at Yokohama by Mr. Jno. W. Hall, and was knocked down to a Japanese, named Sano, for the sum of Y16,600. The sacrificed property, says a Yokohama paper, is said to be worth Y65,000, but the sale had evidently not been sufficiently advertised.

Peruvian Consul-General at Yokohama.

The *Official Gazette* announces that the appointment of M. Felipe S. Mesa as the Consul-General for Peru at Yokohama was approved by the Emperor on the 20th inst.

Big Locomotive Contract.

Tenders for the purchase of thirty railway locomotives (English-made) by the Railway Bureau, was opened on Wednesday, the result being as follows:

The Isono Shogakukan £29,080
Messrs. Jardine Matheson & Co. 80,640
The (Kokurumi) 80,970
The Mitsui Bussan Kaisha 81,235
The Takata Shokwa 72,770
The Japan China & Trading Co. 75,230

We *Japan Herald* learn that the thirty locomotives called for, were apportioned in five lots of six locomotives each, the Bureau calling upon tenderers to quote separately for each lot. The Mitsui Bussan Kaisha complied with this direction and were the successful bidders for 18 locomotives, at £27,886, which is cheaper than the price asked by the Isono Shogakukan, which was awarded the balance at £81,992.

Smuggling at Nagasaki.

Smuggling at a somewhat extensive scale has (says the *Press*, Nagasaki) been discovered by the local Customs. For sometime past a Japanese, K. Arakawa, by name, has been smuggling into Hirado large quantities of salt, dried fish, and bean cake from Corea. A seizure was made a few days ago by the local Customs, and Mr. Noda, the Commissioner, fined the man 1,700 yen and the masters of the two junks each 2,000 yen. The Japanese have, however, appealed to the local District Court of Justice, where the case will be heard in a few days.

The Customs House Case.

The *Osaka Mainichi* publishes the sentence on each prisoner in the Kobe Customs Fraud case passed by the Osaka Appeal Court, and compares it with the decision of the Kobe Court. The result is remarkable.

Prisoners. Decision of Osaka Decision of Kobe Court.

Uyeta 10 years	15 mths. Y50 fine.
Mitani 3 mths. Y30 fine.	3 years Y30 fine.
Tanahashi 10 years.	15 mths. Y50 fine.
Nakamura 7 years.	Acquitted.
Kakumura 7 years.	Acquitted.
Nakamura 9 years.	15 mths. Y50 fine.
Matsumoto 9 years.	Acquitted.
Matsumoto 3 mths. Y3 fine.	Acquitted.

Two other prisoners named Ohara Kotaro and Toyonura Kurendo were each condemned to minor penal servitude for 6 years; Hara Iizaburo to imprisonment for 6 months and a fine of Y10; Harada Rinkichi and Chino Shozo each to imprisonment for 4 years and penal servitude of 6 months; and Kurita Keizo to imprisonment for 2 years and a fine of Y10, the same as in the Kobe Court.

The first arrests in this case were made in November, 1897. Most of the accused have been out on bail, but some have been in prison during the whole time.

Tobacco in Japan.

Japan seems likely to have a very ample provision of tobacco this year. The following figures are given by the *Shogyo Shimpo*—

1899.	1898.	Difference.
Home Pro. lbs. lbs. lbs.
Importation 102,229,500	69,541,664	32,687,835
Total lbs. lbs. lbs.
123,878,541	110,026,058	13,852,483

The imports for the current year are for the first eight months only, but even if no tobacco comes from abroad during the last four months, it appears that the supply in the Japanese market will be 131 million lbs. greater than last year's supply, supposing the estimate of the season's yield to be correct. The fact is that the crop is expected to be 47 per cent. better than it was last year. The figures given in the table represent the quantities actually available for consumption. The exact figures are—

Gross Production	113,588,333 lbs.
Loss in drying, &c., 10 per cent	11,358,833 lbs.
Net Production	102,229,500 lbs.

The area under cultivation is 101,673 acres, so that the net production is about 1,000 lbs. per acre.

Sentence of Death in Kobe.

In Kobe District Court on September 30th the case of Suzuki Teijiro, 29 years of age, who killed his master Tanjima Tokujiro on the morning of 4th September last, was disposed of. The accused confessed the crime and the prosecutor claimed that the murderer must be sentenced to death. The prisoner met the statement with a smile, saying that he was waiting the sentence of death. His advocate claimed that as the prisoner had confessed the penalty should be mitigated to some extent. The judges retired to consider as to the sentence. After a short interval they returned and sentenced Suzuki Teijiro to death.

An American Arrested for Forgery.

We are informed by the Kaga-chi police of the arrest of a young American named Allan M. Kent on a charge of forgery committed in Jamestown, New York State. The party defrauded is the Union Trust Company of New York, and the sum appropriated considerable, no less than 10,000 gold dollars. Kent, who had several aliases, has been staying at the

Grand Hotel under the name of John S. Manning, with a lady who passed as his wife, but whose real name is apparently Miss Vinton, though she has also passed, during a stay at Hotel Metropole, Tokyo, as Mrs. J. S. Morgan. Kent came to Japan at the end of July, and has lived the life of a well-to-do tourist, making Yokohama his headquarters, but paying visits to places of interest in the locality. Acting on advice from America the Japanese police have been on the watch of Kent for some time. A warrant for his arrest was issued on the 22nd inst. and was executed on the 25th, at the Fushino Hotel, Shoji, near Fujiyama, where the man and woman were staying. Kent was handed over to the Public Prosecutor on Tuesday, and made a confession of his crime. So far the police do not know what has become of the mass of money of which accused defrauded the company.—*Kobe Chronicle*

Value of Land in Kobe.

We recently gave some figures as to the value of land in Kobe, pointing out that the annual ground-rent alone was valued at £175 to £350 per acre, and we suggested that perhaps some of our readers could give us some figures relating to land in England for the sake of comparison. A correspondent writes to us that he has made a calculation with regard to some house property at Ipswich in Chalk Farm upon which he pays ground rent. Chalk Farm, we may explain for the benefit of those who do not know the place, is despite the rural significance of its name, a very populous district of London. In this district the ground rent per month works out at 65s. per acre against 20s. to 25s. in Division Street and Sakae-machi, Kobe. The ground rent paid by our correspondent, we suggest, for the property at Ipswich works out at 1s. a month per acre, and calculating the ground rent per acre, we find that whereas in Kobe, in the neighbourhood of Shimo-yamate-dori, it runs up to £175 per annum, and in Division Street to £375 per annum, in Ipswich the annual ground-rent mentioned above works out at just over £45 per acre, and in Chalk Farm, London, to £97 per acre. This is a very startling contrast, and, as so much depends on the value of land and the rent paid, it is clear that it is a great mistake to regard Japan as essentially a "cheap" country.—*Kobe Chronicle*

Trouble in the Osaka Rice Exchange.

CHARGES AGAINST DIRECTORS.

The Osaka Rice Exchange is again in trouble. A week or so ago the Directors of the Exchange suspended business, on the ground that prices were irregular, but the Osaka journals allege that the suspension was a trick. It is stated that recently a buyer named Matsutani Motosaburo appeared and commenced buying in large quantities. This kept up the price for the December delivery to Y12, while the market price was under Y10. It is alleged that the Directors of the Exchange assisted Mr. Matsutani in buying up the grain with a view to making a large profit by the transaction. In order to make good some losses the Exchange recently suffered. The circumstances which led to the suspension of business were the discovery that the guarantee money deposited at the Third Bank by the Exchange, which amounted to Y800,000, was not in cash, but in promissory notes drawn by the Exchange. At first Mr. Matsutani started buying by depositing Y50,000 in the Third Bank, paying the guarantee money to the Exchange in notes drawn on that bank. The amount so drawn eventually reached some Y600,000, as he continued to go on buying. A few days ago, it is said, an inspector arrived at Osaka from the head office of the Third Bank, and upon examination of the safe, the guarantee money deposited by the Rice Exchange was found to be in promissory notes, most of them being drawn by Mr. Matsutani. The inspector demanded that the notes of Mr. Matsutani should be replaced by the notes of the Exchange. This caused a panic among the Directors, but the order was ultimately obeyed. In the meantime the promissory notes of Mr. Matsutani in payment of his transactions were refused. This placed him in great difficulty, as he hereby lost the means to continue buying. He recapitulated the Exchange suspended business on the ground that prices were irregular. Negotiations to compromise the matter between the buyers and sellers are now being made in order to prevent any loss to Mr. Matsutani, which would eventually fall upon the Exchange. The Directors are reported to be at variance in the matter and the interference of the Government is asked for. Mr. Araki, one of the Directors, who warmly opposed the compromise, has resigned. The affair is attracting considerable attention.

TELEGRAMS.

The following are taken from the *Rangoon Times* of September 19th—

The Forest Department.

SIMLA, September 18th. Mr. Dickinson, conservator of forests, and Mr. Proctor, for some time officiating conservator in Burma, are shortly expected to be furloughed. It is understood that one officer will be posted to the southern circle, Central Provinces, when Mr. Heale, at present officiating conservator, proceeds home on long leave. The other officer will probably be posted to the charge of the central circle, N.W.P., causing Mr. Fordyce to revert to his substantive appointment as deputy conservator, Bengal. Proposals are now before the government of India for a reorganisation of the office establishment in the forest department. The forest department is so extensively worked and the revenue is steadily increasing, it is only right that the staff should be strengthened to cope with the augmented work. The proposals involve in all the provinces an increase over the present scale of only about 5,000 rupees per mensem.

The Essex Regiment.

The Essex regiment, now at Swinebo, on return home will be stationed at Woolwich and the Derbyshire at Aden proceeds to Chatham.

The Transvaal Crisis.

DEPARTURE OF THE KING'S ROYAL RIFLES.

ALICUTTA, September 18th. This morning the 6th King's Royal Rifles embarked for South Africa on board the transport *Purnea* at the government dockyard. The arrangements were all that could be desired and worked with mechanical accuracy. By eight o'clock everybody intending to leave by the transport was aboard and no time was lost in casting off from the jetty. By this time quite a large crowd had collected. In the assembled crowd of well-wishers the military and official element of course predominated but civilians made a goodly show. Among those present were his honor the lieutenant-governor, Sir John Woodburn, and Major-General Wedderburn. As the transport moved off from the jetty it was his honor who led the three hearty cheers that were given for the gallant corps, while the band played the usual airs associated with such occasions. The men were packed together on the main deck and by voice and gesture showed how thoroughly they appreciated the spirit prompting the enthusiastic "send off" of which they were the recipients. Altogether 714 rank and file embarked. Fourteen officers belonged to the corps,

nine were specially attached; there was one officer connected with the commissariat department; four warrant non-commissioned officers; and seven commissariat followers. The officers who sailed were—Lieut-Colonel Grimwood, Major Gore-Browne, Captains Gostling, Eustace and Lainsion, Lieuts. Green, Ward, Moti, and DeSaumarez, 2nd Lieuts. Seymour, Price, Davies, Watkins and Harris, Captain and Quarter-master Dwyane. The following officers specially attached also left in the *Purnea*:—Major Gray, R. A. M. C., Captain Fox-Strangeway and Lieut. Beckford, Royal Irish Rifles; Lieut. Tod, Cameronians; Yeildgate, K.O.S.B.; Birch, D. G. Light Infantry; Rutter, R.A. Green, East Lancashire; Maclellan, 3rd rifle brigade; and Major Wickham, commissariat department.

The *Purnea* is commanded by Captain Pearson, who is under orders to proceed to Durban at "full speed."

BOMBAY, 19th September.

The 21st battery of field artillery, commanded by Major Mewitt, sailed for Durban last night in the transport *Lafra*. A section of a British field hospital and ninety men under Major Kari are also on board.

The troops only reached Bombay in the morning in special trains from Secunderabad and embarked immediately on arrival.

Plague.

CALCUTTA 18th September. Only two deaths from plague were recorded in Calcutta on Sunday; the total mortality being 32.

SINLA, 18th September.

The following is the plague summary for the week ending the 16th September:—In Bombay the total mortality rose from 620 to 688 and the reported plague deaths from 83 to 89. In Bombay presidency proper the total number of plague deaths remained almost stationary. Considerable improvement has taken place in Poona city and some in the Poona, Dharwar, Ahmednagar and Nasik districts. This was counter-balanced by a rise in the Belgaum and Satara districts and Southern Maharashtra states. There was no marked change outside Bombay. Calcutta reported 44 deaths against 45 in the previous week.

The Low Assault Case.

The case of Lieut. King, R.E., who was concerned in the recent Low assault case in Calcutta, has now been settled by army headquarters in communication with the commander-in-chief at home. Mr. King's promotion has been stopped for one year and his leave for two years.

Military News.

The secretary of state has sanctioned Colonel H. Hay completing 32 years' service for pension.

The following Royal Engineers have been elected for continuous service in India:—Major Hilliard, Capt. Blakey and Lieut. Crosthwaite; and the following come out for a term of service:—Capt. Atkinson, Twining, Cotton and Lieuts. Leslie and Mahon.

The Queen has approved of a grant of the Royal Red Cross to Miss Maxwell Muller, Indian nursing service.

Colonel N. Stewart obtains a good service pension *vice* General H. Bruce.

The Weather Prospects.

SINLA, September 18th.

The fairly general rain has improved the prospects considerably in Hyderabad, Madras, Mysore and Bombay-Deccan. Prospects, however, are gloomy in the Central Provinces and more rain is urgently wanted in the N.W.P. for winter sowings. Prices are rising steadily and in the Punjab and Rajputana conditions are much the same.

The Finance Minister.

Private advices from home state there are several candidates in the running to succeed Mr. Dawkins and that the question is not likely to be settled before November.

Telegraphs.

Mr. Nigel Jones, assistant superintendent, telegraphs, Bombay, is transferred to Ajmer *vice* Mr. Mackenzie, who proceeds on leave.

SHIPPING REPORTS.

Captain Fripp, of the steamship *Hong Kong*, from Singapore, reports:—Light winds from port to 11° North; from thence as far north as 17° N. latitude had strong winds with severe squalls and rain, and from thence to port strong N.E. winds with squalls and rain and high head seas.

The master of the German barque *Silo* reports having spoken the American ship *Emily Reed*, on the 17th ult., in Banks Straits, with a cargo of kerosene oil for Hongkong, but as the vessel was leaking to the extent of 4 inches an hour, the master intended making for Singapore.

Captain Kirchner, of the steamship *Hohen-zollern*, from Yokohama, reports:—Left Yokohama on 29th Sept. at 10 a.m. and arrived at Kobe on the 30th at 2.30 p.m.; experienced N.E. winds and rain. Left Kobe Oct. 3rd at 10 a.m. Passed Shimonoeki Oct. 4th at 6 a.m. and arrived at Nagasaki same day at 5.30 p.m.; experienced variable winds and fine weather. Left Nagasaki Oct. 5th at 5 p.m.; passed Turnabout on the 6th at 9 a.m.; Brothers on the 8th at 9 a.m., arriving at Hongkong at 6 a.m. on the 9th. Experienced from Nagasaki gale from N.W. with very high seas; south of Turnabout N.E. moderate winds, cloudy and fine weather.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer 29.92

Thermometer 76.2

Humidity 71

Rainfall 5.794

TO-DAY.

WEATHER REPORT.

On date at 12 m. On date at 4 p.m.

Barometer 30.15 32.07

Temperature 77 75

Humidity 52 65

Rainfall

TO-DAY.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU W. Townsend	Kobe and Yokohama	Thursday, 12th October, at Noon.
KINSHU MARU W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & Yokohama.	Thursday, 19th October, at 4 P.M.
TAMBA MARU J. W. Wade	MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo and Port Said.	Saturday, 21st October, at Noon.
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	Saturday, 21st October, at 4 P.M.
HAKUAI MARU W. Nishimura	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, NAGASAKI, CHIOFOO, CHUNGKING and NAGASAKI.	Thursday, 26th October, at Noon.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, SYDNEY and MELBOURNE.	Friday, 27th October, at 4 P.M.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo and Port Said.	Friday, 3rd November, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

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This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Emaciated by all Chemists.

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NOTICE.

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FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

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MITSUBI BUSSAN KAISHA, K. HASEGAWA, Manager. Hongkong, 19th August, 1899.

FRESH AUSTRALIAN BUTTER. JUST LANDED A Fresh Consignment of ROSE BUD BRAND, FRESH ROLLED BUTTER, and to be had always at very Moderate Price.

H. RUTTONJEE, 13 & 15, D'Almeida Street, Hongkong, and 21 & 22, Elgin Road, Kowloon. Hongkong, 8th September, 1899.

HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance, by Letter to G.W.W. Office of this Paper. 13th September, 1899.

FOR SALE. THE 3/3 A. I. L. American Ship "CHALLENGER." Gould, Master, is now ready to load here for the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBURG & Co. Hongkong, 19th September, 1899.

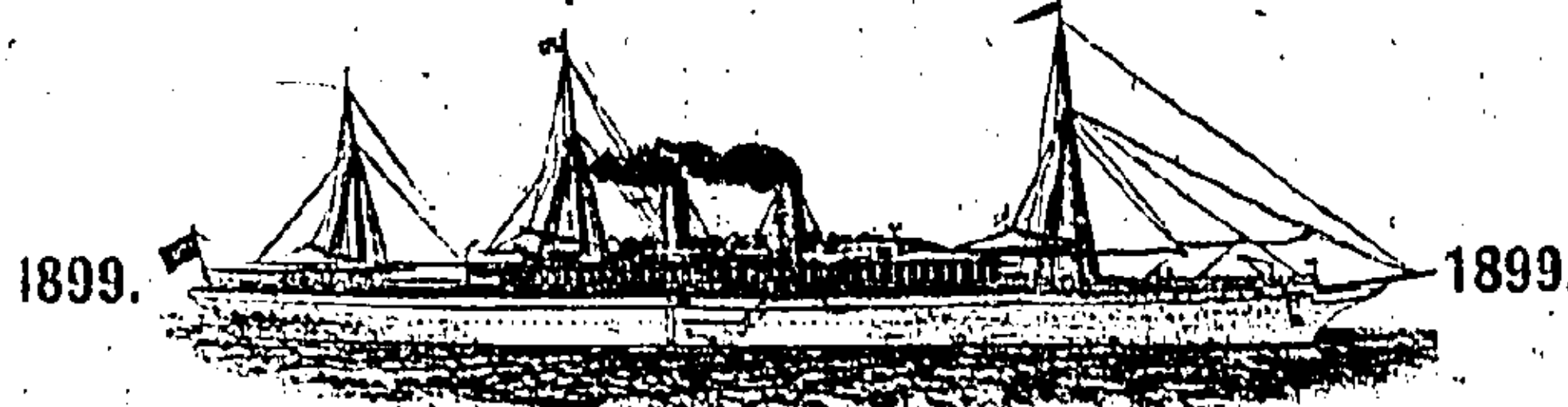
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Thursday, 19th Oct., at Noon.

AMERICA MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 14th Nov., at Noon.

HONGKONG MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Saturday, 9th Dec., at Noon.

THE Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 8th September, 1899.

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK. THE 3/3 A. I. L. American Ship.

"ST. MARK." Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch. For Freight, apply to ARNHOLD, KARBURG & Co. Hongkong, 19th September, 1899.

FOR NEW YORK. "CHALLENGER." Gould, Master, is now ready to load here for the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBURG & Co. Hongkong, 19th September, 1899.

FOR NEW YORK. "CHALLENGER." Gould, Master, is now ready to load here for the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBURG & Co. Hongkong, 19th September, 1899.

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAYRE and HAMBURG.	14th October.
*HEIDELBERG	(LONDON with transshipment in HAMBURG)	About 5th November.
Schneider	(LONDON with transshipment in HAMBURG)	About 15th November.
ANDALUSIA	HAYRE and HAMBURG.	About 20th November.
Schönfeldt	(LONDON with transshipment in HAMBURG)	About 20th November.
*SIBIRIA	HAYRE and HAMBURG.	About 30th November.
Hildebrandt	(LONDON with transshipment in HAMBURG)	About 30th November.
BAMBERG	HAYRE and HAMBURG.	About 30th November.
Mayer	(LONDON with transshipment in HAMBURG)	About 30th November.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Thurs	San Francisco	Oct. 30
Belgian King	San Francisco	Oct. 31
Calmar	San Francisco	Nov. 1
Carlisle City	San Francisco	Dec. 15

THE Steamship "THYRA" will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 7th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagsaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Algon (via Nagsaki, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

*China (via Shanghai, Nagsaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 5th October, 1899.

HONGKONG, 19th September, 1899.

HONGKONG, 19th September, 1899.

In the course of February next, we (Straits Times) understand, the Penang Recreation Club are sending cricket and football teams to Singapore to meet teams of the Singapore Recreation Club. Consequently, the Singapore men are about to go in training. Tennis and billiard matches will also be played.

t Saigon, on the 18th instant, Lieutenant
ard, the commander of the French gunboat
onade, killed himself with a revolver-shot
back carriage in the street. The deceased
a stroke of the sun, and it is supposed
the suicide resulted from an attack of
r.

An extraordinary general meeting of the shareholders of the Straits Insurance Company was held at noon on September 28th at the Company's offices Mr. D. W. Lovell presided, and there were present Messrs. T. S. Thomson, J. G. S. Murray, W. Macl, O. W. Laird (Directors); A. S. Murry (Secretary); and Messrs. G. V. Derrick, V. Murray, C. B. Handford, and Chua Swee Fong (Shareholders). A resolution which was passed at the meeting on the 13th September, in regard to the voluntary winding up of the Company, was submitted to the meeting. It was passed, the resolution being proposed by Mr. Lovell, the Chairman, and seconded by the Hon'ble G. S. Murray. A second resolution, proposed by the Chairman, and seconded by Mr. S. L. Thomson, regarding the remuneration of the liquidators Messrs. A. S. Murray, G. A. Derrick, and E. S. Morren, was also passed.

AN INTERNATIONAL QUESTION.

correspondent asks: why no steps are taken to check the practice, now in full play, of pouring the refuse of Java, in the form of sorted Chinese, in the steamers flying the British flag, trading between this place and Dutch possessions, to bring such deportees to the port authorities, 'what they are, yet nothing is done to put a stop to the objectionable practice. These men are supplied with passage tickets, and, on arrival here, they are sent to the Dutch Consulate, and there the matter is far as the Dutch are concerned. Intended no doubt, that the deportees will be sent to China, but, as a matter of fact, they are dumped down here, to be afterwards sent to China at the cost of the Straits Government? Our correspondent further remarks: we have enough vagrants of our own to wit, and it is not unreasonable to expect the Dutch to dispose of their own. He suggests that one way of meeting the difficulty would be by refusing to allow deported persons to land, and thus throw the burden of disposing of them on the shipping companies. He adds that if these men may have access to Java from Singapore, the Dutch authorities receive them at their own risk. As for their labour helps towards the prosperity of Java. It does not follow that, when broken down by overwork and sickness, they should be turned to Singapore.—*Straits Times*.

September 15th an extradition order was against a Spaniard named Francisco Mory Pastor by Mr. Brockman, on the petition of Mr. Joaquim, appearing for the American Consul. Notice was given that the extradition would be made for a writ of *habeas corpus*, and in the Supreme Court, at Singapore, Sept. 25th, Mr. Farrer-Baynes applied for a *rule nisi* calling upon Mr. Brockman, the petitioner, to show cause, and the American Consul to show cause why a writ of *habeas corpus* should not be issued. Pastor, who was arrested on a charge of criminal breach of trust, but Mr. Farrer-Baynes submitted that it was merely a question of fact, and was really a civil matter. The case was alleged to have taken place at Zamboanga, an island in the Philippines, and the petition for Pastor's extradition should have been made by the military Governor of the Philippines; and not by a subordinate official. On the merits of the case, apart from the legalities, he contended there was no evidence to show that whatever Mr. General Mory had written in the Attorney General's letter from that Pastor would not be extradited. The decision of the Court was obtained. The Chief Justice said sufficient ground had been made out, and he granted the *rule nisi* returnable for Monday next.

MATCH FOR THE CHAMPIONSHIP.
The evening, (September 29th) on the made, the principal game of the S. C. C. tournament was decided in the presence of a gathering of ladies and Club members. The players were Linton, the runner-up for the championship, and S. Reid, the title holder. The game resulted in a win for Reid by 6-3, 6-4, and he thus continues to be the champion of the Club. It was a very much throughout. Linton started exceedingly well, but Reid soon secured the first two games straight off. Then had a look in, and, having made one went through the set somewhat easily, the three of the games being low games. Linton only made one other game in the first set. Reid's form improved considerably as he secured and some of his stinging returns were not out, however, it is difficult to negotiate. The second set was a splendid game, and was played especially well. The third set was most interesting, from the spectators' point of view, of the match. Both men played brilliantly than they had done in the first set, and there was reason for thinking at the stage that Linton meant to carry off the second set. If he had done so, it is possible he might also have won the third set. When the second set was 5-1 in Linton's favour, Linton was playing wonderfully, and put in some games at play. At the end of this game the law was 5-4 in favour of Reid. But the title still maintained his excellent form, secured his sixth game, thus leaving the law 6-4, and the total result of the match was 6-4. The general opinion was that Linton, in form, ought to have secured more freely, but he was the best player won. Reid was very much the best player in general conditions, but he rarely missed his return of Reid's stingers. Linton has fought through the championship contest very well, and, though he would have been called to have held the position of champion of the Club, he has filled the almost important position of runner-up for the year. The last evening was the best of conditions, but very heavy rain was expected, thereby, the match was over in 15 minutes. Mr. R. V. Smith acted as umpire.

and Bible classes. In closing, allow me to state that I have, since holding this position, endeavored to do it, and then to live up to such statement. The masters have been specially

strife of debate, and that no greater evil is
ing to result than the return to the general
ch of considerable sums of money for
ch each individual will, no doubt, find some
ent and graceful use.

Hong Kong, 7th September, 1899. [9412]

HOLLIDAY, WISE & Co.,
Agents
Hongkong, 5th October, 1899. [12722]

W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1908. (13)

Intimations.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898.

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS AND PORTRAITS
are executed at Moderate Prices.
Hongkong, 2nd May, 1899.

NOTICE.
NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
to the Office.
Hongkong, 18th August, 1899.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Pries at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 51 & 53, Queen's Road Central.

NOTICE.
THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & CO.)
to which address all communications should
be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

RIGAUD'S
White Violet
EXTRACT

This fugative and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by the
most refined
French
Society

RIGAUD & Co.
10,000
White Violets
equal each bottle of
Rigaud's Extract

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898.

SIEN TING,
SURGEON DENTIST,
No. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898.

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899.

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours.
CHALLENGER, Amer. ship, Gould—Arnhold,
Karberg & Co.
REUCE, American ship, D. Whitmore—Stan-
dard Oil Co.

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Karberg & Co.
REUCE, American ship, D. Whitmore—Stan-
dard Oil Co.

OPUM QUOTATIONS.
Hongkong, 9th October.
New Patna 875 per chest.
New Benares 831
New Malwa 750/779 per picul.
Old Malwa 780/840
Portian, paper tied 670/750

The Share Market.

LATEST QUOTATIONS.

(October 9th.)

Banks.

Hongkong and Shanghai Banking Corporation

The Bank of China & Japan, Ltd.—(Preference)

The Bank of China & Japan, Ltd.—(Ordinary)

The Bank of China & Japan, Ltd.—(Deferred)

National Bank of China, Ltd.—\$26.

Do. Do. Do. \$26.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders' Insurance Co., Ltd.—\$64.

North China Insurance Co., Ltd.—\$15.

Yangtze Insurance Assoc. Ltd.—\$124.

Canton Insurance Office, Ltd.—\$147.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Limited—\$30.

Indo-China Steam Navigation Company, Ltd.

—\$73 buyers.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$38.

China Mutual S. N. Co., Ltd.—(Preference)—

—\$10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—

—\$10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3

buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$145.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$10.

Société Française des Charbonnages du Ton-

kin—\$245.

Jebeub Mining and Trading Co., Ltd.—\$141.

Raub Ahan Gold Mining Co., Ltd.—\$64.

Olivers Freehold Mines, Ltd.—(A) \$11.50.

Olivers Freehold Mines, Ltd.—(B) \$6.75.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$1.60 buyers.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$94.

Wanchai Warehouse and Storage Co., Ltd.—\$45

buyers.

New Amoy Dock Co., Ltd.—\$18.

China Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.

—\$9.50 buyers.

Hongkong Land Investment and Agency Co.,

Ltd.—\$108.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$31.

Hongkong Hotel Co., Ltd.—\$126.

Humphreys' Estate and Finance Co., Ltd.—

\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$29.

China Portland Cement Co., Ltd.—\$29.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bells Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$58 buyers.

Ewo Cotton Spinning & W. Co., Ltd.—\$18.

International Cotton Mfg. Co., Ltd.—\$18.

Lau-kung-mow Cotton Spinning & Weaving

Co., Ltd.—\$18.

Soy Chee Cotton Spinning Co., Ltd.—\$18.

Yahloong Cotton Spinning Co., Ltd.—\$18.

Tehran Planting Co., Ltd.—\$4 per share.

Tehran Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers).

Telegraph Address—"Rialto."

Telegraph Address—"Rialto."

Telegraph Address—"Rialto."

VISITORS AND RESIDENTS AT THE

PEARL HOTEL.

Mr. H. F. R. Brayne Capt. F. Koford

Mr. P. Bure Mr. J. Lamke

Mr. and Mrs. F. G. Mr. J. E. Lee

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Capt. van Corbach Mr. C. W. Longuet

Mr. G. H. Dain Mr. R. Mitchell

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Rev. F. Flynn, R.N. Mrs. Simmonds

Hon. and Mrs. R. D. The Government Civil

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Miss Ormsby Miss Yorkie Triscott

Miss G. L. Palethorpe Mr. and Mrs. W. E.

Capt. C. B. Simmonds, Turner

R.A. Consul Volpicelli

Mr. Hugo Silvestri Madame Volpicelli

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,705, C. J. Mattock,

30th Sept.—Samarang 20th Sept, Sugar.

Jardine, Matheson & Co.

DEGMA, German steamer, 965, Christiansen,

1st Oct.—Mog 28th Sept, Coal—Sander,

Wieler & Co.

DIAMANTE, British steamer, 1,254, G. A.

Taylor, 6th Oct.—Manila 3rd Oct, General.

Shewan, Tomes & Co.

DORIC, American steamer, 2,691, Harry Smith,

R.N.R., 30th Sept.—San Francisco 2nd

Sept., Honolulu 9th, Yokohama 22nd,

Kobe 23rd, Nagasaki 25th, and Shanghai

28th, Mails and General—O. & O. S. S.

Co.

EMPRESS OF CHINA, British steamer, 3,003, R.

Archibald, R.N.R., 4th Oct.—Yokohama

B.C. 12th Sept, at Shanghai 1st Oct,

Mails and General—C. P. R. Co.

FAUSANG, British steamer, 1,410, T. A. Mitchell,

29th Sept.—Saigon 24th Sept, Rice—

Jardine, Matheson & Co.

GOTHAIR, Italian bark, 759, C. Lewanger,

1st Oct.—Callao Peru 21st July, Iron—

Order.

HAICHING, British steamer, 1,267, A. E.

Hodgins, 7th Oct.—Fochow 4th Oct,

Amoy 5th, and Swatow 6th, General—

Douglas, Laprak & Co.

HUI, French steamer, 704, P. Merlees, 28th

Sept.—Haiphong and Hoihow 27th Sept,

General—A. R. Marty.

KEONG WAI, British steamer, 1,115, R. Un-

sworth, 6th Oct.—Bangkok and Koh-si-

chang 26th Sept, Rice and General—

Yuen Fat Hong.

KIANGNAN, Chinese steamer, 1,307, Anderson,

7th Oct.—Chefoo 1st Oct, General—

Kwong Man Woo.

KINSHU MARU, Japanese steamer, 2,450, W.

Brady, 6th Oct.—Shimonoseki 2nd Oct,

General—Nippon Yusen Kaisha.

KURSAN, British steamer, 1,495, R. C. D.

Bradley, 7th Oct.—Sourabaya 22nd Sept,

and Panatocan 24th, Sugar—Jardine,

Matheson & Co.

NANCHANG, British steamer, 1,063, E. Findlay-

son, 7th Oct.—Canton 7th Oct, General—

Butterfield & Swire.

NANSHAN, American steamer, 1,344, Stovell,

26th Sept.—Manila 22nd Sept.

ON SANG, British steamer, 1,787, J. Young,

7th Oct.—Saigon 1st Oct, Rice and

RIVER STEAMERS, SCHOONERS,

AND LOCHAS.

Fatshan, British steamer, 2,260, J. Dick,

—Bangkok, Canton, and Macao Steamboat

Co.

Ho-nam, British steamer, 1,377, H. D. Jones,

—Hongkong, Canton, and Macao Steamboat

Co.

Pawan, British steamer, 1,890, A. N. Patrick,

—Hongkong, Canton, and Macao Steamboat

Co.

Hankow, British steamer, 2,235, C. V. Lloyd,

—Butterfield & Swire.

Hoi-long, Chinese steamer, 499 tons, Captain

Austin—Chi Wo & Co.

Tai-shan, British steamer, 728, Goblousski,—Tai

O Steamship Co.

Chun Wai, British steamer, —Kwong Wan S.S.

Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E.

Clarke—Hongkong, Canton and Macao

Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 108, Morrison,

—Hongkong, Canton and Macao Steamboat

Co.

Kiangtung, Chinese steamer, 523, Holmes,

—China Merchant Steam Navigation Co.

Canton and West River.

Lungking, British steamer, 108, J. J. Lossier,

—Hongkong, Canton and Macao Steam-

boat Co.

City of Whampoa, Chinese steamer, 40,—Ah

Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Sai-kong, British steamer, 259, Kwong Wah

Steamship Co.

Cheung Kung, Y. Kun, 18,—Kwong Wan S.S.

Co.

Lil, American forch.

Wuchow, British steamer, R. D. Thomas,

—Hongkong, Canton and Macao Steamboat

Co. J. M. & Co. and B. & S.

Samshui, British steamer, —Sumatra—Hong-

kong, Canton Macao Steamboat Co. J. M.

& Co. and B. & S.

Lorchas and Schooners.

Kutling, lorcha, 163, Reynolds, Hongkong to

Canton,—Hung-Kun Sing.

Printed and Published by ETHELBERG

FORBES SKERTCHLY, at No. 50, Queen's

Road Central, in the City of Victoria, Hong-

kong.